

REPORT NO.

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SUPPLEMENT TO
REPORT NO.

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a. Coal stocks and consumption of coal for operational use (in metric tons):

	Date in January	Hard Coal	Raw Brown Coal	Brown Coal Bricquettes	Coke	Brown Coal Dust
Total	27	47,891	18,986	79,735	1,709	670
Stocks	28	48,996	19,691	77,696	1,684	720
	29	49,987	19,338	76,960	1,621	656
	30	50,968	20,249	75,495	1,616	494
	31	51,720	20,144	71,833	1,565	708
February	1	51,773	19,963	68,733	1,604	631
Daily	27	1,688	1,609	22,234	34	317
Consumption		(1,569)	(137)	(20,204)	(-)	(317)
	28	1,699	1,539	22,475	28	315
		(1,576)	(88)	(20,059)	(-)	(315)
	29	1,641	1,443	21,684	65	423
		(1,539)	(94)	(19,742)	(-)	(423)
	30	1,676	1,883	21,506	35	473
		(1,565)	(154)	(19,131)	(-)	(473)

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STATE	25	NAVY	X	NSRB	DISTRIBUTION				
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31	1,887	1,819	24,339	74	346
	(1,682)	(163)	(19,219)	(-)	(346)
February 1	2,194	832	18,709	-	316
	(2,184)	(68)	(18,126)	(-)	(316)

Note. The figures in parentheses refer to the coal consumed by locomotives.

b. Backlog of loaded cars:

Date in January	Poland and U.S.S.R.	Baltic Sea Ports	Interzonal Traffic	Ferry Traffic to Sweden	Total
27	64	23	187	41	315
28	186	41	206	43	476
29	180	75	210	83	548
30	228	62	187	83	560
31	324	55	709	57	1,145
In February 1	293	51	956	35	1,335

c. Park of damaged cars:

27 January	10,848 cars
28 "	11,270 "
29 "	10,913 "
30 "	10,533 "
31 "	10,745 "
1 February	10,745 "

d. Park of operational cars:

27 January	91,629 cars
28 "	92,858 "
29 "	93,392 "

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30 January 93,936 cars
 31 " 94,120 "
 1 February 93,172 " 1

f. At 9:38 p.m. on 27 January, the locomotive and all coaches [] were derailed between the Mistorf and Luesow railroad stations on the Rostock-Guestrow railroad line near km marker 8. The damage done to locomotive and railroad cars amounted to 50,000 to 60,000 eastmarks. The accident was caused by a rail breakage. 2

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2. [] the following daily coal consumption quotas for locomotives were fixed effective 2 February 1953:

Regional Railroad District	Amount in Tons
Berlin	3,150
Greifswald	1,150
Schwerin	1,250
Magdeburg	2,800
Halle	4,500
Erfurt	3,850
Dresden	3,900
Ottibus	1,700
Total	22,300 tons 3

3. On 19 January, railroad coal stock reports for the first time included the following allotments of hard coal from state coal reserves:

Regional Railroad District	Type of Coal	Amount in Tons
Berlin	Ruhr coal	1,200
	other hard coal	3,200
Magdeburg	Ruhr coal	2,000
	other hard coal	1,400
Halle	Ruhr coal	600
	other hard coal	600
Erfurt	"	3,607
Total		12,607 tons

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On 25 January, the Berlin regional railroad district was allotted 700 tons of hard coal from the Ruhr area from the state coal reserve.

By order of the State Secretariat for Material Supply, 60,000 tons of hard coal had been stored in railroad depots by 16 January. These stocks were not at the disposal of the Directorate General, Railroads, Berlin. From 16 to late January, 38,600 tons of hard coal were released from these stocks for use by the East German railroads. Source learned from official records that coal of the state reserve was stored in Riesa, Magdeburg, Dessau, Dresden, and Torgau.

25X1A 1. [] Comment. As compared with the last reported status of 26 January, coal stocks again decreased by 5,350 tons to a total of 142,704 tons.

25X1A [] Hard coal stocks, however, increased by about 4,300 tons. According to the present daily coal consumption quota of 24,240 tons, including 22,300 tons for use by locomotives and 1,940 tons for use by railroad maintenance and repair shops, total coal stocks represented 5.9 days' requirements. The backlog of loaded cars although increasing by about 1,000 units, was still within tolerable limits. The park of damaged cars decreased by 465 units. The park of operational cars remained almost constant and was still far below the prescribed quota of 700,000 units.

25X1A 2. [] Comment. The accident reflects the defective physical status of the passenger way of the East German railroads. The single-track Rostock-Warnemunde line serves the Rostock and Warnemunde harbors.

25X1A 3. [] Comment. As compared with the daily coal consumption quota for locomotives fixed on 3 January 1963, the quota fixed on 2 February was increased by 100 tons. [] The daily coal consumption quota for railroad maintenance and repair shops probably remained at the rate of 1,940 tons.

25X1A 4. [] Comment. Allocations from state coal reserves were reported previously by another source. []

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